



City of Dublin

Land Use and Long
Range Planning

5800 Shier Rings Road
Dublin, Ohio 43016-1236

phone 614.410.4600

fax 614.410.4747

www.dublinohio.usa.gov

ARCHITECTURAL REVIEW BOARD

MEETING MINUTES

FEBRUARY 27, 2013

AGENDA

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| 1. BSC Historic Core District – Tucci's Restaurant – Signs
13-011ARB-MPR
(Approved 5 – 0) | 35 N. High Street
Minor Project Review |
| 2. Scioto River Corridor Urban Design Framework
(Presentation and Discussion) | Planning Presentation |
| 3. Historic Dublin Markers
(Discussion) | Planning Discussion |

Robert Schisler called the meeting to order at 6:35 p.m. and led the Pledge of Allegiance. Other Board members present were Bob Dyas, William Souders, and Tom Currie. Tasha Bailey arrived after the meeting minutes approval. City representatives present were Steve Langworthy, Jennifer Rauch, Jonathan Lee, and Libby Farley.

Administrative Business

Motion and Vote

William Souders moved and Robert Schisler seconded, to accept the documents into the record. The vote was as follows: Mr. Currie, yes; Mr. Dyas, yes; Mr. Schisler, yes; and Mr. Souders, yes. (Approved 4 – 0.)

Motion and Vote

Bob Dyas moved and Robert Schisler seconded, to approve the December 19, 2012 meeting minutes as presented. Robert Schisler seconded the motion. The vote was as follows: Ms. Currie, yes; Mr. Souders, yes; Mr. Schisler, yes; and Mr. Dyas, yes. (Approved 4 – 0.)

Communications

Jennifer Rauch encouraged the Board members to attend the March 4, 2013 Joint Work Session with City Council and the Planning and Zoning Commission in Council Chambers at 6:30 p.m., regarding the Bridge Street District and the Scioto River Corridor Urban Design Framework.

Ms. Rauch said Planning is working to finalize the electronic packet process and will be issuing the Board members iPads within the next few months.

Mr. Schisler briefly explained the rules and procedures of the Architectural Review Board.

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Minor Project Review |
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Robert Schisler swore in those intending to speak in regards to this case including the applicant, Craig Barnum, Tucci's Restaurant, (84 North High Street, Dublin, Ohio), Larry Lab, Morrison Sign Company, (2757 Scioto Parkway, Columbus, Ohio) and City representatives.

Jonathan Lee presented this minor project view application requesting approval to install one ground sign and two wall signs at the Tucci's Restaurant, located between North High Street and Darby Street. He said the site is zoned BSC, Historic Core. Mr. Lee explained the site was permitted three signs because it has frontage on both North High and Darby Streets. He said one ground sign and one wall sign is proposed along North High Street and one additional wall sign is proposed facing Darby Street. Mr. Lee said all of the proposed eight-square-foot HDU signs have the same design and shape. He said the sign colors proposed are red and dark yellow with a white sand-blasted wood grained background.

Mr. Lee said the proposed ground sign along North High Street meets all Code requirements with the approval of a waiver to permit the ground sign to encroach into the required eight-foot setback from the right-of-way. He said Planning has determined the proposal meets the waiver review criteria based on the dimensions and footprint of the patio, and the few conforming and appropriate locations for the sign available that would be visible to vehicles and pedestrians without impeding the patio activity. Mr. Lee said the proposed North High Street wall sign will replace the existing wall sign underneath the gooseneck light fixtures and meets the Code requirements.

Mr. Lee said the proposed Darby Street wall sign meets Code with the approval of a waiver to permit the wall to be located farther than the required six feet away from a public entrance. Mr. Lee said Planning has determined the waiver review criteria are met because the restaurant is permitted a sign on this frontage and the sign will ultimately serve an important wayfinding function for patrons coming from the Darby Street parking lot and using the public path on the north side of the restaurant. He said the applicant plans to illuminate this sign, but has not submitted final fixture details. He said the applicant intends for the light fixture to be minimal, and have limited extension from the façade to prevent vandalism as well as encroachment into the right-of-way. He said therefore, Planning has conditioned the applicant work with Planning to select an appropriate light fixture, prior to approval of a sign permit.

Mr. Lee said the Administrative Review Team has reviewed this application and determined it meets all applicable Minor Project Review criteria with two waivers and recommended approval to the Board with one condition regarding lighting.

Mr. Currie recalled the Board had previously approved modifications to the building. He asked if these signs would work with the approved modifications. Craig Barnum said the ground sign and wall sign located along North High Street would stay, but the wall sign located along Darby Street would probably be moved. He said he would begin the renovation when funds were available.

Robert Schisler asked if they planned to illuminate the Darby Street wall sign from the ground or the building. Larry Lab said they were considering a light fixture that would hang down from the soffit about five inches. He said it was only 87-inches off the ground so they had to find the right fixture and then they would choose black or something to match the sign.

Mr. Lab said the sign located along Darby Street would direct patrons from the Darby Street parking lot to the front building entrance through the patio.

Mr. Schisler asked how the aluminum brackets would be used to mount the wall signs.

Mr. Barnum explained the signs would be mounted to the flush-mounted on the wall. He said the sign and bracket would extend out 1.5 inches from the wall. He said the brackets were not necessary for the signs, they are aesthetic. He said the design was carried through for all three signs. Mr. Barnum said the roof and gutters are being replaced and a fresh coat of paint will be used to clean up the building exterior.

Motion and Vote

Tasha Bailey moved, Bob Dyas seconded, to approve this Minor Project application because it meets the provisions of the Zoning Code, and the *Historic Dublin Design Guidelines* with two site plan waivers and one condition:

Site Plan Waivers:

- 1) The wall sign facing Darby Street be permitted to be located further from the common public entrance than the 6 feet required by Zoning Code Section 153.065(H)(7).
- 2) The ground sign along North High Street be permitted to encroach the minimum setback of 8 feet from the right-of-way required by Zoning Code Section 153.065(H)(7).

Condition:

- 1) The applicant select appropriate lighting for the wall sign facing Darby Street, subject to Planning approval, prior to approval of a sign permit.

The vote was as follows; Mr. Souders, yes; Mr. Currie, yes; Mr. Schisler, yes; Mr. Dyas, yes; and Ms. Bailey, yes. (Approved 5 – 0.)

2. Scioto River Corridor Urban Design Framework

Planning Presentation

Steve Langworthy provided an informal presentation reviewing the City project to create a strategy to guide the design, development, and prioritization of the key public infrastructure projects within the Scioto River Corridor within the Bridge Street District. He said the project intends to create a refined vision and implementation strategy for development of a public riverfront park, and create an urban design framework to guide key private development opportunities within the area. He said the City has hired MKSK to develop an 'Urban Framework' to provide guidance to developers as to the style and type of development desired within this part of the City.

Robert Schisler recalled over a year ago, they were discussing about how to limit the pass through traffic in Historic Dublin. He said with the proposed roundabout at Riverside Drive and West Bridge Street with the additional traffic improvements it seemed as though the intent is to permit more through the area and back up in Historic Dublin. He asked if there was any idea of providing an alternative route to the north of the District across the river.

Mr. Langworthy explained a north bridge connection would provide an alternate route to get across the river, but Bridge Street is the major traffic route and it does not matter how many bypasses are constructed, the bulk of the traffic will still cross this bridge.

Mr. Langworthy said the goal is to create an urban environment, and the expectation is that traffic will not be going 35 mph in all places through the District. He said most of the roads will be 20 mph. He said the idea is to provide additional roadway connections through this part of the City adding more options for travel. He said traffic can be distributed through a series of roadways allowing people to pick and choose their route. He said you would move slower, but congestion will be less, particularly for some of the internal traffic because you have multiple routes to use.

Mr. Langworthy said future development planned for the area include the Vrable skilled care facility, a 5 to 7-acre riverside park, and a 1,000-unit apartment complex. He said options of how to get people from the Historic District to the riverside park, the river, or past Riverside Drive will be discussed at City Council at the Joint Worksession on March 4th. He said the majority of the park users will not be the people who drive, but those that walk. He said it was not going to be a community-wide park like Scioto Park. He said it would be more like Amberleigh Park with limited parking.

Mr. Schisler said previous presentations have included a pedestrian bridge and he said the City was very close to connecting to the bikepath that would allow residents from all over Dublin to access the park. Jennifer Rauch said the intent is to provide additional connectivity through the Scioto River Corridor and throughout the Bridge Street District.

Mr. Souders, said as an empty-nester he would like to live in an urban condo, but would also like the option to take his grandchildren to the park, requiring a way to walk safely across a major intersection. He suggested a connection from the housing to the theatre, restaurants, and shops becomes an alternative to just being on a street only. Ms. Rauch said the intent is to provide green space connectivity east from the river to the east throughout the whole Bridge Street District.

Mr. Langworthy said the Corridor and access to the river has been considered with many options for access being considered. Mr. Langworthy said green space connectivity continues to be a priority for Dublin.

Mr. Souders suggested bikepaths transitioning down to the river on the east side of the road as opposed to going all the way down to the bottom where the creek is located. Mr. Souders said there has been lots of discussion regarding the addition of another bridge cross the river and it is not being discussed the noise level that will come with the new bridge and the impacts it may have on the river experience the City is trying to create. He said when the drawings and plans are presented and discussed the noise mediation is not really considered. Mr. Langworthy said similar concerns have been raised about noise at the Grounds of Remembrance. He said he did not have an immediate solution reduce to the road noise except perhaps slowing the traffic down farther back. Mr. Souders said he was concerned that the quietness of the Indian Run would be lost with additional connecting roads being added. He suggested staying with asphalt and materials that are quieter with tires. He said noise from truck tires on the existing concrete bridge can be heard for miles.

Mr. Langworthy also highlighted the potential for the construction of pedestrian bridge across the river, the timing of proposed roundabout at Riverside Drive, and relocation of Riverside Drive and the timing decisions that will need to be made to accomplish this. Mr. Langworthy said conceptual alignments and locations for the pedestrian bridge have been considered, and the preference is take Dale Drive across to North Street, between the 94/100 developments and Gerry Birds development on North Street. He said the preferred style of pedestrian bridge will be unveiled at the Joint Work Session. Mr. Langworthy said a developer is proposing a series of five to six-story buildings will line the roadway with retail and/or office use on the ground floor and residential use above that, totaling approximately 1,000 units.

Tom Currie asked how pedestrians will get to the Shoppes at River Ridge with the Riverside Drive roundabout. Mr. Langworthy said the idea is to make the pedestrian bridge attractive enough that people will want to walk it from the new pedestrian bridge up to River Ridge, but that may not be the case for everyone. He said they still have to accommodate pedestrian traffic in the roundabout. He said they realize the pedestrian facilities on the existing bridge need to be considered.

Tasha Bailey asked if the traffic issue at the Bridge Street and High Street intersection would be addressed. Mr. Langworthy said it will continue to be heavily traveled with the hope that traffic will be pulled off with the construction of Emerald Parkway 8.

Ms. Bailey said she did not understand since it was clearly an unsafe area, why all this development would be planned without addressing a key issue of Historic Dublin, especially since the BriHi development was built. Mr. Langworthy explained there were a series of problems to solve starting with parking and traffic. He said one topic discussed is how to get drivers off the high-speed mentality to a low-speed mentality by redesigning Bridge Street. He said creating a well designed median to give a distinct perception of a pedestrian oriented area, making drivers slow down, and locating on-street parking farther back before approaching Historic Dublin will help. He said MKSK has suggested the possibility of making the whole street a paver street instead of asphalt so that it has a more pedestrian feel.

Ms. Bailey said she was very curious to see what happens when all of this plan is presented to the City of Dublin public because the voice of the City is that the traffic in Historic Dublin is the main issue and there is nothing being done to address it. She said there are valiant efforts behind the scenes and tons of conversations happening of which she has been a part. She said she feared we are never going to get to our vision because the core issue is it is not safe to walk in the District.

Mr. Langworthy said it goes back to the change in expectation and character that has to occur. He said he had mentioned a long time ago we are going to have a rough transition period with urban environment in some places and suburban environment in others. He said the expectation is there will be change over time and that may create some painful transitions.

Ms. Bailey suggested the Police conduct a campaign, around 'Slow Down and Enjoy Dublin.' She said the City needs to band together and come down hard on drivers to be more aware of pedestrians and make it very uncomfortable for drivers at these intersections. Mr. Langworthy said Ms. Bailey had a great point.

Ms. Bailey said the City and its residents need to do something as a community. She said the Police Chief has a big presence in Dublin and that everyone knows and loves him. Ms. Bailey said when he talks, the community listens. She said she would write him a letter about the issue.

Mr. Langworthy said it was interesting that the 7 a.m. through 7 p.m. SR 161 traffic counts for last year reflected that there were no peak hours. He said there were about 1,600 cars an hour, every hour, not varying more than 100 cars an hour.

Mr. Souders said he would like the City to investigate the option of two one-way streets; one through the Historic District eastbound and another to the north moving westbound. He said he grew up in a town with one-way streets in each direction. He said we cannot make Bridge Street wider, but it logical that we could split traffic in two different directions. He said this proposal messes up everything that has been done already, so it was not going anywhere, but he just wanted for the record to say that in 50 years when we look back and say 'Would two one-way streets have made it work.'

Ms. Bailey said it was valid that the Historic District is a general sample of the City, and she thought as things are presented publicly the people will raise concerns about the lack of traffic solutions. She asked if this had been presented to any large public groups of the City. Mr. Langworthy said that there had been a number of public meetings.

Ms. Bailey asked what was the feedback about the traffic. Mr. Langworthy said no one had talked about the traffic specifically. He said there were very few negative comments about any of this. He said it might just be because of the scale of it is difficult for people to grasp.

Ms. Bailey asked if there has been any discussion about the lighting for the main intersections and the bridge. She said it was very poorly lighted in comparison to the amount of commerce and traffic that exist. Mr. Langworthy said the design aspect of lighting had not been determined, but discussions have taken place for all the intersections. He said we want to ensure adequate lighting for vehicular and pedestrian. He said the City is converting to LED lighting which will allow more lighting to be done with less money.

Ms. Bailey in summary, traffic in Dublin is a challenge. Mr. Langworthy said bridges and rivers create choke points. He said it was not the bridge itself that was the choke point, it is coming off two sides of the street that create its own natural choice points.

Ms. Bailey suggested that if tickets would be given to drivers not adhering to the overhead 'Stop - Pedestrian Crossing,' it would make a difference.

Mr. Schisler asked about the traffic count differences with the construction of a new bypass road. Mr. Langworthy said the model indicates the bypass roads will only take about ten percent of the traffic off Bridge

and High Streets. He said he thinks this is low, because of the additional street connections being made with Emerald Parkway 8 and its connection over the Sawmill Road.

Mr. Langworthy invited additional questions. [There was none.]

3. Historic Dublin Markers

Planning Discussion

Steve Langworthy said a memo regarding the replacement of the existing Historic Dublin Markers had been sent to City Council suggesting either review by the Architectural Review Board or the Public Art process. He said City Council decided the Architectural Review Board planning process would be used, but done with some dispatch. He asked the Board members to suggest who they would like to see involved or contacted and how they would like a public meeting to be handled. He asked for the Board members' preference on how to proceed in terms of design of the historic markers, and where the markers should be located. He said he would like to hear the Board members' thoughts on the process.

Mr. Schisler requested a range of ideas be presented to the Board at a future meeting where they could focus on a design theme and identify the participants.

Mr. Langworthy asked if property owners of the District and/or outside the District should be notified of the meeting. Mr. Schisler said the Board would like to hear input for District residents and business owners.

Mr. Langworthy said the City had recently purchased a voting preference system that could be used to determine visual preferences of groups.

Ms. Bailey suggested real examples of other historic entrances in the cities used in the Corridor Study be shown.

Mr. Langworthy said Planning will compile a list of groups who they think might be interested in participating in the process.

Mr. Currie confirmed the location of the historic markers could be changed.

Mr. Schisler adjourned the meeting at 8:15 p.m.

As approved by the Architectural Review Board on April 24, 2013.